

July 25, 2005
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Filed: July 21, 2003
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SPECIFICATION AMENDMENTS:

Please replace the paragraph beginning on page 3, line 13 with the following paragraph:

For the last several decades, however, a significant percentage of light trucks and vans that are not equipped with an AWAL brake system have been equipped with pump-less anti-lock brake systems that operate only on the rear wheels of the vehicle. In the automotive industry, such systems are sometimes known as rear wheel anti-lock (RWAL) brake systems. These systems have been shown to offer significant improvements in directional stability during braking at a lower cost than than a full AWAL brake system, because RWAL systems have fewer and less costly components than AWAL brake systems.

Please replace the paragraph beginning on page 15, line 1 with the following paragraph:

In the RPC apparatus 66 of the first exemplary brake apparatus 50 as shown in FIG. 5, the first wheel speed sensor 78 is connected to one of the left or right front wheels, in this case the right front wheel, and the RPC 66 apparatus further comprises a third wheel sensor 84 connected to the other of the left and right front wheels, in this case the left front wheel, for sensing the speed of the left front wheel. Our invention may be practiced with one front wheel speed sensor 78, but is preferably practiced with two front wheel sensors 78, 84, one for each front wheel, to provide an enhanced degree of control precision, as described in more detail below. In similar fashion, our invention may be practiced with one rear wheel speed sensor 80, as shown in FIG. 5, which averages the wheel speeds of the two rear wheels by using the output shaft speed of the transmission [28] 82, or with individual sensors (not shown) on each of the rear wheels. Where the second speed sensor 80 is provided in the form of a single rear wheel speed sensor 80 attached to a rear wheel drive train component 82, as shown in FIG. 5, the rear wheel speed sensed may be an average speed value for the rear wheels.

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Please replace the paragraph beginning on page 17, line 1 with the following paragraph:

By connecting the outlet 93 of the release valve 92 directly to the fluid reservoir 104, as shown in FIG. 6, the entire volume of the fluid reservoir 104 is available for receiving fluid released by the release valve 92 during operation of the brake apparatus 110. As a result, the total fluid volume that can be released during a given braking event is therefore limited only by the displacement of the portion of the master cylinder [[12]] 62 supplying fluid to the rear hydraulic circuit 60. Connecting the release valve 92 for direct return of fluid to the fluid reservoir 104 in this manner, and thereby eliminating the accumulator 64, not only simplifies and reduces the cost of the brake apparatus [[100]] 110, but also significantly improves performance over brake systems that are limited by the amount of fluid that can be released into the accumulator 64.